

CONFIDENTIAL
INFORMAL REPORT

CD NO.

25X1

*Fr 7
207*

COUNTRY Poland

DATE DISTR. 15 SEP 50

SUBJECT The Principal Institute for Aviation (GIL)

NO. OF PAGES 2

25X1

PLACE ACQUIRED

NO. OF ENCLS. (LISTED BELOW)

DATE OF INFO.

25X1

SUPPLEMENT TO REPORT NO.

[Redacted]

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT OF U. S. C. 51 AND AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

[Redacted]

25X1

December 1949

1. The Principal Institute for Aviation in Warsaw (Główny Instytut Lotnictwa--GIL) is still in an embryonic state because of Soviet restrictions.
2. The first director of GIL was Wladyslaw Fiszdon, who had returned to Poland from England after the war. Since late 1948 the director has been Romicki⁸, a pre-war specialist and formerly head of the construction board of the Lublin aeroplane factory. The only well-known, pre-war expert working at GIL is Ing. Janik, who returned from Turkey after the war. About 20 young engineers are also employed there, and among them is one Brzoska who is clever and extremely industrious.
3. The institute library has been completed. An aerodynamic tunnel for the testing of prototypes has been built, and this tunnel is also used by the air force.
4. The institute is building a helicopter but lacks parts and accessories. A German jet engine is also being rebuilt for practice use. Several such engines were found in Poland after the war. They were in varying stages of repair and some were even new and unknown. One damaged engine, which is a Juno-004-B, was left by the Russians, and the others were sent to the USSR in 1945 together with several German experts. It is reported that the Soviet YAK-15 is fitted with a modified version of the Juno-004-B engine, which is now designated H-4.
5. As a result of Soviet pressure, these departments in high schools dealing with aviation, such as at Gleiwitz, Breslau, Danzig, and Lodz, have been closed down. All study of aviation is to be centered in Warsaw, but the number of students has been limited to 30 yearly. Consequently, only about five fully-trained engineers are turned out each year.
6. Some students are sent to the USSR but they will not return to Polish industry. A group of about 45 students was to leave in December 1949 for a course in the Technical Institutes at Moscow, Magnitorsk, and Sverdlovsk. Six of them were to study aviation in Moscow.

25X1

CLASSIFICATION

SECRET

STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB																		
ARMY	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI																		

Document No. 003
 No Change in Class.
 Declassified
 Class. Changed To: TS S C 25X1
 Auth.: HR 70-2
 Date: 29/06/76 By: [Signature]

~~CONFIDENTIAL~~
SECRET CONTROL [redacted]

CENTRAL INTELLIGENCE AGENCY

-2-

25X1
[redacted]

July 1950

7. GIL is now engaged in the designing of a jet transport aircraft. The following details are known:
- a. Weight Approximately 30 tons
 - b. Passenger load 30-35 persons
 - c. Power 4 turbo-jets
 - d. Speed 800km/h at 10,000 m.

[redacted]

25X1

~~CONFIDENTIAL~~
SECRET CONTROL [redacted] 25X1